

Central Intelligence Agency



Washington, D.C. 20505

19 MAR 1984

Mr. Donald E. Keith  
Division Administrator for Northern Virginia  
Virginia Department of Highways and Transportation  
P.O. Box 429  
Fairfax, Virginia 22030

File:

ROADS

Dear Don:

This is to advise you that the Agency would like to proceed with the preliminary design of Alternatives 2 and 4 contained in Technical Memorandum No. 2 concerning CIA Expansion. This decision results from the discussions held at the CIA Traffic Advisory Committee meeting on 13 March 1984. The issues and proposals forwarded at that meeting have been reviewed with the Deputy Director for Administration, CIA, who has expressed his agreement with this selection of alternatives.

It is requested that the issues and concerns expressed in the enclosures be considered in the development of the preliminary designs.

Sincerely,



Chairman

CIA Traffic Advisory Committee

## Enclosures:

1. Clearview Manor Citizens Association Letter Dated 03/12/84
2. McLean Citizens Association Letter Dated 03/09/84
3. Ad Hoc Committee Letter Dated 03/12/84

cc: Mr. Roy Conley, VDH&T (w/encls)  
Mr. John P. Fowler, II, P.E. (w/encls)  
CIA TAC Members (w/o encls)  
Ms. Nancy Bennett (w/o encls)  
Ms. Joan DuBois (w/o encls)

OL 2032-84

Mr. Donald Keith

STAT OL/NBPO [redacted] (15 Mar 84)  
STAT RETYPED: OL/NBPO [redacted] /ext [redacted] (19 Mar 84)  
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Distribution:

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# McLEAN CITIZENS ASSOCIATION

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[Redacted]  
New Building Project Office 4E50  
Central Intelligence Agency  
Washington, D. C. 20505

Dear [Redacted]

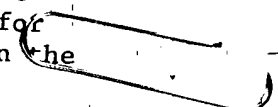
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ROADS

Enclosed is a copy of the position adopted by the Board of Directors of the McLean Citizens Association on Technical Memorandum No. 2. We regret our inability to narrow the alternatives further, but we are still getting very mixed signals from the neighborhoods most directly affected.

It would be helpful to all concerned if the CIA could provide a written interim report on its study of the proposal to move the visitors center and therefore the main entrance to the Parkway side of the property. The report should include present and projected travel patterns of employees.

As you are well aware, the McLean Citizens Association would like to see as much traffic as possible shifted to the Parkway, and off Routes 123 and 193.

As for Georgetown Pike, we hope the Agency will join us at the April 13 hearing by the Virginia Commission for Highways and Transportation to ask for funds for safety improvements on the Pike. It will be held at 1:30 p.m. in the Council Chambers of the City of Fairfax, 10455 Armstrong Street. 

Sincerely,



Lilla D. McC. Richards  
MCA Representative to the  
CIA Traffic Advisory Committee

OL 20122-84

McLean Citizens Association  
Board of Directors Position On  
Analysis of Roadway Improvement Alternatives  
CIA Expansion Study, Technical Memorandum No. 2

Memorandum #2 gives three preliminary alternatives for improvements of the Parkway intersection with the Beltway, and eight alternatives for improvements of intersections on Dolley Madison Boulevard near the entrance to the CIA. From discussions so far, we believe the best solution in each of these two major problem areas will probably be a combination of parts of the alternatives so far shown. Therefore, we would prefer at this point to state our objectives (not in any order of priority), rather than recommend which specific numbered alternatives should be further studied. However, we do agree that 5, 6, and 7 have few redeeming features and should be dropped at this point. The CIA is encouraged to consider development of additional alternatives which conform to the objectives cited below.

I. Parkway intersection with Beltway. VDH&T improvements to coincide with Maryland's widening of the Cabin John Bridge must provide for exclusive lanes for traffic exiting from the Parkway towards Maryland and towards Virginia.

II. CIA Parkway entrance. Entrance ramps to the Parkway must be improved with Federal funds in both directions, but especially northbound, to speed merge with Parkway traffic and encourage use of this exit.

III. CIA Dolley Madison Boulevard entrances.

- A. At-grade intersections for CIA's access to Dolley Madison Boulevard should be studied further.
- B. Grade separation of CIA's access to Dolley Madison Boulevard should be studied further, provided that the ramps are no higher than the existing grade of the eastbound lanes of Route 123.
- C. At-grade intersections for Georgetown Pike's access to Dolley Madison Boulevard should be studied further.
- D. Georgetown Pike's access to Dolley Madison Boulevard should not be by grade separation unless and until safety improvements consistent with the Pike's status as a Virginia Scenic and Historic Byway have been made.